

INTIMATIONS

NOW READY

THE
CHRONICLE
AND
DIRECTOR
OF
CHINA, JAPAN, STRAITS, &c., &c.,
1896.

With which is incorporated
THE CHINA DIRECTORY.
This is the
THIRTY-FOURTH ANNUAL ISSUE,
and will be found, as usual, to show an advance
on preceding years both in fulness and accuracy
of information.
The DIRECTORY covers the whole of the
ports and cities of the Far East, from Peking to
Vladivostok, in which European reside.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINES AND SPIRITS.

ALL these are selected by our London
House, bought direct at first hand, imported in
wood and bottled by ourselves, thus saving all
intermediate profits, and enabling us to supply
the best goods at MODERATE PRICES.

PRICE LISTS, with Full Details, to be
sent on Application.

PORT after removal should be rested a
month before use. When required for
drinking at once it should be ordered to be
decanted at the Dispensary before being
sent out.

SHERREY—Excellent. Dinner and After
Dinner Wines of very superior Vintages.
All are true Xeres Wines.

CLARET—Our Claret, including the lowest
prices, are guaranteed to be the genuine
product of the vine of the grape and are
not artificially made from raisins and
currents, as is generally the case with
Cheap Wines.

BRANDY—All our Brandy is guaranteed to
be pure Cognac, the difference in price
being merely a question of age and
vintage.

WHISKY—All our Whisky is of excellent
quality and of greater age than most
brands in the market. The Scotch
Whisky marked "E" is universally
popular, and is pronounced by the best
local connoisseurs to be superior to any
other brand in the Hongkong market.

We only guarantee our Wines and Spirits
to be genuine when bought direct from us in
the Colony or from our authorised Agents at
the Coast Ports.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 9th January, 1896.

[22]

NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news columns
should be addressed to THE EDITOR.
Correspondents must forward their names and address
with communications addressed to the Editor, not
for publication, but as evidence of good faith.
All letters for publication should be written on one
side of the paper only.

No anonymously signed communications that have
already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be
sent before 11 a.m. on day of publication. After that
time the supply is limited. Only supplied for Cash.
Telegraphic Address: Press.
P.O. Box 29. Telephone No. 12.

DEATH.

At Yokohama, on the 25th March, 1896, PHILIP
BRUNNEN SCHNEIDER, aged 44 years. (1894)

The Daily Press.

HONGKONG, MARCH 27th, 1896.

It is now generally recognised that the

defences of Hongkong have become inade-

quate, having regard to the strength of the

fleets of other nations recently maintained in

these waters and the facility with which a

large body of troops might be landed on the

south side of the island. When the last

outcry was made on the same subject, more

than twenty years ago, attention was given

to the representations made and the defences

were increased, but this was followed by a

doubling of the military contribution. That

was rather calculated to damp the zeal of

the colonists in the good cause, for if an

agitation for placing the colony in an effi-

cient state of defence were to be held as

equivalent to an agitation for doubling the

military contribution it would not be likely

to find favour with the taxpayers. Ulti-

mately the United Kingdom is responsible

for the safety of the colony, or, if the island

should temporarily fall into an enemy's

hands, for securing the indemnification of the

inhabitants when the final settlement comes

to be made; and under the old arrangement

it might be urged that if the home Govern-

ment was so blind as to neglect the defences

that was their affair, not ours, if we were

to be molested in huge sums for opening their

eyes. Now, however, a *modus vivendi* has

been arrived at which, if not altogether

satisfactory in principle and still wanting

some adjustment as a matter of account,

nevertheless practically does away with the

conflict of interests. The colony has to pay

to the home Government seven-eighths and a

half per cent. of its revenue whatever hap-

pens and it is now at liberty to agitate for

an efficient defensive service without any

fear that the agitation will lead to an

increase in the military contribution.

It is absolutely necessary that the south

side of the island should be defended, for

that is now our vulnerable point. With

the existing batteries there would be

little chance of any hostile fleet forcing

either the eastern or western entrance to

the harbour, but the whole of the south

side of the island lies open to attack and the

enemy's ships would be able to shell the

various high passes so as to render them un-

tenable by the defending force. The way

would then be open for the enemy's land

forces to descend upon the town and to at-

tack the forts at Lyemun and Belcher's

point.

We have to acknowledge the receipt of a pam-

phlet, entitled "Medical Missions," by Dr. Kora, pub-

lished by the Presbyterian Board of Christian

Education, 10, Southview, London, E.C. 4. It is

an excellent justification of medical missions

and a plea for their efficient support.

It is said that sudden property bestows

up a man's character. If this is so in the case

of individuals, it applies also to communities

and nations. Both Hongkong and Shanghai are

at present experiencing better fortune than

the rear. We may suppose that it would
not be quite a walk over for the enemy and
that even with our existing means we would
be able to interpose various obstacles to
the carrying out of the above programme.
Nevertheless the colony cannot consider itself
secure until it has fortified on the south side
of the island capable of engaging any hostile
fleet which might be approaching with the
object of landing troops. On the Kowloon
side the possession of the territory between
Mira Bay and Deep Bay is essential. These
are matters of the utmost moment to the
colony and which ought to be agitated with
all the force of which it is capable. At
home a League has been formed, the well
known Navy League, with the object of
keeping the nation alive to the importance
of maintaining its naval supremacy. It
seems to us that in Hongkong there exists
even greater necessity for the formation of
a Colonial Defence League to keep promi-
nently in view of the Government our
local requirements; unless, indeed, the work
may be safely left to the China Association,
which has already actively interested itself
in the question of securing an extension of
the colony's boundaries.

But, over and above the means of defence
which we must look to the army and navy,
there is one matter in which the colony can
help itself, contributing at the same time to
the increased efficiency of the garrison and
to internal development. We refer to the
improvement of the existing means of com-
munication by the opening up of new roads
and the introduction of tramways. Sup-
pose, for instance, that an attack in the
neighbourhood of Telegraph Bay were
signalled and after the bulk of the garrison
had been assembled there it was discovered
that it was only a faint and that the real
attack was being made at the eastern end,
a tramway would be of invaluable assistance
in facilitating the movement of troops. The
tramway question, however, must be left in
abeyance until the completion of the Praya
Reclamation, when we will have good roads
permitting of the construction of a tramway
from Kennedytown to Quarry Bay, to be
extended ultimately, it is to be hoped, to
the south side of the island. In the meantime
the question of hill roads ought to receive
attention. It is important that Victoria
Gap, Magazine Gap, Wan-chai Gap, and
Wong-nichong Gap should be in easy com-
munication so that in the event of an attack
by land the defending force might be able
to move freely from one to the other as
occasion might require. From Victoria Gap
to Wan-chai Gap there is already a service-
able road, but on the south side of the hill
and open to the fire of the enemy's ships.
From a military point of view a road on
the north side, out of range from the
south, would possess great advantages
and it would, moreover, be valuable for
municipal reasons, opening up as it
would new building sites and bringing
the existing houses at Magazine Gap into
communication with the Peak tram. We
know the profit that resulted to the colony
from Mr. Price's activity in making hill
roads and similar results might be expected
if the activity were renewed under the
present administration of the Public Works
Department.

The flag-ship *Centurion* went into dock at
Humphreys yesterday.

Yesterday nine cases of plague were reported
at the Sanitary Board office.

H.M.S. *Narcissus* returned to port yesterday
and the German gunboat *Tor* arrived from
Fakel.

The C. P. steamer *Empress of Japan* arrived
at Kobe at 10.30 p.m. on Wednesday, and left
at 11 a.m. yesterday for Vancouver via Yokohama.

The steamer *Pio IX.*, from Liverpool via
ports, left Singapore for Manila on the after-
noon of the 25th inst.

The steamer *Maple Branch*, from Middles-
brough and Hamburg, left Singapore on the
afternoon of the 25th inst. and is due here on
about Wednesday, the 1st April.

At a recent banquet to Mr. W. G. Grace at
Clifton, the Duke of Beaufort, who was in the
city, announced that he had just been re-
quested to give his consent for the transla-
tion of the works of the Baldwin Library
into Chinese. He does not seem to have said
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paper suggests, it is a pity on kite-flying should
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We are informed by the Manager of the
Chartered Bank of India, Australia, and China
that the following telegram has been received
from the London office: "At the approaching
meeting of shareholders of this Bank the direc-
tors will recommend a dividend for the past
half year at the rate of nine (9) per cent. per
annum free of income tax, and carry to reserve
fund £25,000." The letter will then stand
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G. W. Walling; Hon. Secretary, Bro. D. J.
Selly; S.D. Bro. H. E. A. Rolfe; J.D. Bro.
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Tyler, Bro. J. Maxwell.

We regret to announce the death of Mr. P.
B. Schomaker, lately a partner in the firm of
Messrs. Schomaker & Co., of which he had been
a member for over twenty years. Mr.
Schomaker was making a visit to Japan, in-
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A very important robbery was perpetrated at
noon yesterday in Bonham Road, the victim
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She was wearing a valuable necklace of 300
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under this Ordinance shall be sufficiently proved
by the production of a copy of the Ordinance
in force at the time of the offence, and con-
tained. Therefore I propose first of all to put
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HANKOW, TIENTSIN AND HANKOW

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DEY Do. do.
CARLOWITZ &
Sole Agents
(For Hongkong, China, and

Apply to
THE MITSUI BUSSAN K
S. QUEEN'S ROAD
Japan.
[1359] Hongkong, 30th December, 1895.

MAISHA,
CENTRAL.
[2263] COLORADO, Amer. bk. JAMES—OF
EMERALDA, Brit. schr. HARRISON—OF
KONG ALF, Norw. str., PERSE—C
LYDERHORN, Norw. str., HAMM
SHELLY, Brit. str., WALLACE—DO
& Co.
TAM O'SHANTE, Amer. str., Pease

—Order.
—Chinese.
—Order.
—Crawell, Carlill,
—Captain

NOTICE TO CONSIGNEES

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THE P. & O. S. N. Co.'s Steamship

FROM BOMBAY, COLOMBO, AND

SINGAPORE.

Consignees of Cargo by the above-named

vessel are hereby informed that their goods are

being landed and placed at their risk in the

Company's Godowns at Kowloon, where each

consignment will be sorted out mark by mark

and delivery can be obtained as soon as the

goods are landed.

This vessel brings on cargo—

From London, &c., ex *Albatross*.From Australia, &c., ex *Albatross*.From Calcutta, &c., ex *Albatross*.From Persian Gulf, &c., ex *Albatross*.From Hongkong, &c., ex *Albatross*.

VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND

PORTS, SYDNEY, AND MELBOURNE.

THE Company's Steamship

"TINIAN."

Captain Geo. Ramsay, will be dispatched TO-

DAY, the 27th inst., at 3 p.m.

The attention of Passengers is directed to

the fact that the above-named vessel is

being chartered by the Government of

the Straits Settlements, and is intended

for the carriage of troops and stores.

A duly qualified Surgeon is carried, and

the vessel is fitted with Electric Light.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 24th March, 1896. [730]

THE CHINA MUTUAL STEAM NAVI-

GATION COMPANY, LIMITED.

FOR SHANGHAI, NAGASAKI, MOJI,

Kobe, AND YOKOHAMA.

THE Company's Steamship

"KINTOKU."

C. de la Perelle, Commander, will be dispatched

on above TO-MORROW, the 28th inst., at

Noon.

For Freight, apply to

HOLLAND, WISE & CO.,

Agents.

Hongkong, 23rd March, 1896. [773]

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND

CALCUTTA.

THE Company's Steamship

"KUNTSANG."

Captain Geo. Ramsay, will be dispatched on

TO-MORROW, the 28th inst., at 3 p.m.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 24th March, 1896. [790]

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

(Taking Cargo and Passengers at through rates

for Ningbo, Chefoo, Newchwang, Tientsin,

Hankow, and Ports on the Yangtze.)

THE Company's Steamship

"PALMER."

Captain Williams, will be dispatched on

TO-MORROW, the 28th inst.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 23rd March, 1896. [798]

"SHELL" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

(Taking Cargo at through rates to Con-

stantinople, Smyrna, Alexandria, Genoa,

Danzig, and Königsberg with trans-

shipment in HAMBURG.)

THE Company's Steamship

"TELENA."

Captain T. G. Scott, will be dispatched on

TO-MORROW, the 28th inst., instead of as

previously advertised.

For Freight, apply to

ARNOLD, KARBURG & CO.,

Agents.

Hongkong, 23rd March, 1896. [780]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP

COMPANY.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via) FRIDAY, March 1,

Nagasaki, Kobe, and Yokohama, at Noon.

China (via Nagasaki), THURSDAY, April

16, 1896, at Noon.

PERU (via Nagasaki), SUNDAY, May 3,

Kobe, Inland Sea, and Honolulu, at DAYLIGHT,

Yokohama.

THE U.S. Mail Steamship "CITY OF

PEKING" will be dispatched for SAN

FRANCISCO, via NAGASAKI, KOBÉ,

YOKOHAMA, on TUESDAY, the 31st March, 1896, at Noon,

taking Passengers and Freight for Japan,

the United States, and Europe.

Steamers of this line pass through the IN-

LAND SEA OF JAPAN, and call at HONO-

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VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"NESTOR."

Captain Angell, will be dispatched on

TO-MORROW, the 28th inst., at 10 a.m.

For Freight or Passage, apply to

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